NEWS SUMMARY.

The annual meeting of the Republican Invincibles was held last evening, at the National Union Club House, No. 1105 Chesnut street. The following officers for the ensuing year were chosen:—President, William McMichael; Vice-Presidents, Dr. James Truman, Alex. P. Colesberry, William L. Fox; Recording Secretary, Henry C. Hawkins; Corresponding Secretary, Henry C. Hawkins; Corresponding Secretary. Henry C. Hawkins; Corresponding Secret Benjamin Huckel; Treasurer, Ezra Lukins; Benjamin Huckel; Treasurer, Ezra Lukins; Executive Gommittee, George Truman, Jr., W.
Harry Miller, Henry Todd, John S. Weimer,
Lewis Waln Smith, Horace Hill, Isaac S. Atkinson, J. W. Rowley, Joseph K. McCammon,
John O'Gilles, Joseph Brobston, R. L. Ashhurst,
E. P. Williams, Samuel Witzman, E. T. Starr,
A. W. Henszey, A. W. Lyman, Cyrus Lukeus,
John C. Snowden, W. H. Weimer, Frank Hayworth, A. P. Bennett, Benjamin L. Taylor, John
Birkenbine, John S. Weimer, Alfred E. Colgan. Birkenbine, John S. Weimer, Alfred E. Colgan, John W. Beazell, George W. Fry, Washington Peddrick, Jr., Charles C. Banks, William M.

-Napoleon B. Adams, thirty-seven years old, residing at Bordentown, N. J., got his foot in the machinery of a tug-boat, and had it so much injured that amputation will have to be per-formed. John Kydd, residing at Twenty-sixth and Federal streets, fell from a cart at Twentythird and Christian streets yesterday and broke his leg. James McLaine, thirty-four years old, residing at No. 1634 Fawn street, was severely injured yesterday by a fall. He was taken to St. Joseph's Hospital. Mrs. Hamola, a resident of the Twenty-first ward, fell from a hay-mow

yesterday, and broke one of her legs.

-Ex-Governor Curtiu was serenaded at his residence, on West Spruce street, by his friends, last night, and made a brief address thanking them for the compliment, and saying that, although the office with which he had been honored was unsolicited, if he had been con-sulted he could not have chosen a more satisfactery field of labor.

Gold closed yesterday at 183%.

General Sherman is at Fortress Monroe. -Internal revenue receipts yesterday were -There will not be any Cabinet changes at

present.

-Sprague has published forty-two columns of letters. -To-day the National Sunday School Convention assembles at Newark, N. J.

-Dr. Minturn Post, of New York, died on Monday, in the sixty-first year of his age.

Two men were arrested at Savannah yesterday, charged with complicity in whisky frauds. About five hundred men were thrown out of employment by the fire, which is still burning,

the Gold Hill mines.

—Generals Warren, Winslow, and Comstock have been appointed Commissioners to examine the Pacific Railroad.

. —A colored man has brought suit against the city of Louisville for false imprisonment, laying his damages at \$55,000. —It is now known that the crew of the barque John Bright, wrecked in Nootka Sound, were murdered by the Indians.

—Governor Moore has been nominated by the Washington Territory Democrats as their candidate for delegate to Congress.

-Before this week closes a junction will be formed between the Union and Central Pacific Railroads near Promontory Point, Utah. -Sparks from an engine originated a fire which destroyed the New Haven and Northamp-

ton Railroad Depot, at Southampton, Mass., on -A convention assembles in Chicago to-day to consult in regard to cheaper rates of transportation of produce between the West and Eastern

-President Grant acquiesces in the request of the San Francisco Chamber of Commerce, and for the present will withhold the commissions of the new appointees to the Mint in that city. —A water main in New York burst early yesterday morning, carried away one side of the Harlem Railroad, and, pouring over the em-bankment, flooded a number of shantles, some

of the occupants barely escaping with their -By a vote of 35 to 8, the Indiana State Senate, yesterday, resolved to expange from the journal the vote of censure passed against Lieu-

tenant-Governor Cumback, last winter, in regard to his correspondence with Governor Baker. -A suit has been brought against fifteen insurance companies at Cincinnati, by the Louisville Mail Company, to recover an insurance of \$140,000, aggregate value of the steamboats America and United States, lost last December, by collision, on the Ohio river.

London, April 27.—At the Newmarket races the £2000 stake was won by Pretender, with Eella Donna second, and Perrydoun third. Nineteen horses ran. In the House of Lords, this evening, the Life Peerage bill was considered. Lord Derby, in a brief speech, expressed his approval of the measure. The bill was passed to a second reading. The Cambridge University passed to a second reading. The Cambridge University boatmen have accepted conditionally the challenge of the Harvard College Club.

Paris, April 27 .- The Governments of France and Belgium have agreed to appoint a mixed commission for the settlement of commercial questions. The Corps Legislatif has adjourned sine die. At the close there were shouts of "Vive l'Empereur" from the Government mem-bers, and counter cries of "Vive la Liberte" from the Opposition seats.

Lisbon, April 27.—The Portuguese Cortes assembled to-day, and the session was opened by the King. There is much public anxiety over the unsatisfactory condition of the finances. The subject was immediately brought before the April 27.—The Portuguese Cortes Cortes, with a statement that the expenditures were largely in excess of the revenues. The Ministers said they were preparing extensive economical reforms, and would soon submit measures for the reduction of the public debt,

SAN FRANCISCO, April 27 .- The intelligence from China is meagre. J. Ross Browne concurs with the Chinese Government in declaring all mining illegal. The rumor that an Imperial edict had been issued, prohibiting the cultivation of the poppy in China, caused great excitement among the opium dealers. A proclamation had been issued by the Viceroy of Cauton, forbidding the search of vessels at sea by custom house cruisers. A portion of the Austrian embassy in China Japan, and the East, had arrived at Hong Kong. A report was in circulation among the people that the Chefoo troops would attack and murder all foreigners and Chinese at New Year's. Pre-parations were made for resistance. Hatred to foreigners appears to be gaining ground throughout China, and fears are entertained. The new Viceroy of the two Hu provinces arrived at Hang-kow, with six war steamers and five hun dred war junks. New and extensive coal fields have been discovered near Poyang Lake.

The Yang-ste river rose to the unusual height

of thirty-two feet at Hang-kow, in consequence of heavy rain. Baron Richtofer had started for Cheefoo, via the Grand canal, it is supposed, to examine the mineral region of Shang-

The latest United States naval intelligence says the flagship Piscataqua, the Iroquals, Oneida, and Monocaey were at Hong Kong; the Unadilla at Swatow; the Idahow at Nagasaki; and the Aroostook and Maumee at Hlogo.

The news from the north of Japan confirms the reported capture of the islands of Lado and Isagara by the opponents of the present Govern ment. Several more of the leading Daimois have joined the rebels. Osaka is in a continuous state of alarm. Numerous bands of the Takugawa clan are in the vicinity endeavoring to make the populace revolt. It was deemed necessary in the foreign settlement to post soldiers the English Consulate Custom House and bonded warehouses. It is reported that disturbances have already occurred at Kacota, and business is at a standstill. The Mikado intended returning to Yeddo in a few days, and has issued instructions to the principal Daimios who desire to meet him there. It is believed his intention to meet him there. It is believed his intention is to make Yeddo his permanent residence. The Government of Japan has granted the

right to export copper under an ad valoress duty of five per cent. The ram Stonewall has been transferred to the Mikade's government. The Japanese Times says that four of the most

powerful Daimios of the empire (Satsuma, Uhaisun, Hosen, and Tosa) have decided to transfer their armies and fleets to the Mikado, thus resigning their territorial supremacy.

RIOTING.

The Troubles Among Belgian Workingmen. A letter from Scraing, near Liego, Belgian, gives the following details of the trade riots

This little Manchester, founded by Coekerill, the engineer, has a working population which has increased fourfold within the last few years, and now exceeds 20,000, chiefly employed in iron and glass works, coal mines, etc. The agita-tion commenced at the Marinay pits, in conse-quence of difficulties between the masters and men on the question of wages. On the morning of the 9th (Friday), the miners of the three principal pits belonging to the Cockerill Company refused to descend, and proceeded, to the number of 150, to the neighboring works to prevent the men there from continuing their occu-pations. About fifteen gendarmes, on horseback, arrived to prevent the exercise of any re-straint on the workers who chose to go straint on the workers who chose to go on with their labor. Towards the evening, at the moment when the night-gangs were proceeding to the pits, a mass of miners on a strike, accompanied by women, surrounded the approaches, and menaced all those who should attempt to enter. A proclamation which the Burgomaster had got posted up to forbid gatherings of more than five persons was laughed at and disregarded, insulting cries were made against the authorities and at last stones. made against the authorities, and at last stones were thrown at the gendarmes. The efforts of the Burgomaster, Procureur-Royal, and other judicial functionaries to induce the men to disperse were in vain, and the rioters attacked the workshops with stones. The gendarmes made two sallies, but without using their arms; most of them, however, received injuries, the tenant being struck on the head several times with missiles. The armed force were at length obliged to draw their swords, and wounded several of the rioters. At about 10 at night three battalions arrived from Liege, and the miners, on seeing this display of force, at once separated. The following day was quiet, but fears were entertained for the evening.

NAPOLEON I.

The Coming Centennary Celebration on the The Journal Official contains the following let-

ter from the Emperor to M. Rouher:-M. Le Ministre:-On the 15th of August next it will be a hundred years since the Em-peror Napoleon was born. During that long time plenty of ruins have been made, but the great figure of Napoleon has remained up-standing. It still guides and protects us—it has made me that which I am. To celebrate the centenary of the birth of the man who called France the great nation because he developed in her those masculine virtues upon which empires are founded, is to me a sacred duty, in which the whole country will willingly assist.

According to my views, the best manner of honoring this national jubilee is to increase a little the well-being of the old companions in arms of the Emperor. The 2,700,000 francs which the Legion of Honor distributes every year are insufficient to insure them against privations. I have thought that the Bank of Deposits could be charged with the increased pensions to these old soldiers by assigning it to the credit allowed by the Chamber during the number of years necessary to replace the advances. By that means effectual aid would be given to those unfortunate but glorious men without in any way modifying the Budget. I desire that from the 15th of August next all soldiers of the Republic and the First Empire should receive an annual

pension of 250 francs.

The Corps Legislatif, I doubt not, will rereleve the proposition with the national senti-ments which in so high a degree animate it. It will reflect with me that at an epoch in which complaints of the progress of skepticism are rife, it is good to recompense patriotic devotion, and to remind the new generations of it. To recall grand historical memories is to strengthen faith in the future—to do homage to the memory of great men is to recognize the most brilliant manifestations of the Divine will. I request you to consider the matter with the Minister of Finance and the Minister of my house in order to Corps Legislatif after the advice of the Council of State. With this, Monsieur le Ministre, i pray God to have you in His holy keeping,

THE LIZZIE MAJOR.

How She was Bourded by the Spanish Officers. The following are the particulars of the boarding of the schooner Lizzie Major by the officers of the Spanish frigate Fernando El Cattolica, and the taking from the vessel of two Cubans:-New Orleans, April 17.-I desire through

your columns to present to the public an account of a high-handed outrage perpetrated upon an American merchantman, on the 27th ult., while on her passage from Calbarien, Cuba, to New Orleans, by the commander of the Spanish frigate Fernando El Cattolica. The Lizzie Major sailed from Havana, March 8th, for Caibarien, thence to New Orleans. Two Cubans, P. S. A Annible and Ramon Rivas, took passage for the United States, having passports in due form, signed by the Captain-General, Dulce. They also shipped a horse and arriage, the property of a friend who had previously left the island. At Caibarien the papers of the vessel and the passports of the passengers were accredited by the proper authorities, the latter being allowed perfect liberty as to their movements. While at Caibarien, on the 15th ult., two men, father and son, were brought from Cay Frances, charged with an attempt to leave the island. A guard of volunteers was placed over them, who demanded their instant execution. The captain of the post went to telegraph for regulars from Remedios to control the volunteers. During his absence the guard shot the prisoners, tore the clothing from their bodies, and after dragging them through the streets left them unburied. At the expiration of twenty-hours the wives of the murdered men begged their bodies for burial, when the ruffians refused them, and with the most opprobrious epithets threatened to shoot them also A few days after two men were shot by the same volunteers, because one of them cried "Viva Cuba." On the 27th the Lizzie Major sailed from Cay Orances, at 10.40 A. M. was hove to and boarded by a lleutenant from the abovenamed Spanish frigate, being then ten leagues from port and twenty miles from the nearest land. He was accompanied by the first engineer, an Englishman, as interpreter. The officer inquired if there were passengers, to which the captain replied in the affirmative, and the passports were exhibited. He then demanded hatches should be removed, that he might examine the cargo, which the captain refused to do. The lieutenant then returned to the frigate, carrying the passports with him. After considerable delay he came back, and ordered the passengers to prepare to return to Caibarien. He again demanded the removal of the hatches, and was again refused. He threatened to take the horse and carriage. and remarked that it was a great favor that the tain's urgent representation in favor of the lad Ramon Rivas, an orphan on his way to join his friend, the officer permitted him to remain. Immediately after the return of the boat to the frigate she came in charge of a midshipman, who ordered the boy to get his bag-gage and go into the boat. The midshipman went into the cabin, followed by his boats' crew, who rushed in, saying they came to take possession of the vessel. The captain asked what all these men wanted in his cabin. The officer replied that they came after the baggage. They then returned to the frigate, and allowed the Lizzie Major to proceed on her voyage after a detention of three and a half hours. All this took place while the American flag was flying aloft, and against the protest of Captain Giles. He said to the other:—"You should re-spect the flag under which I sail." The latter replied:—"We have got the biggest ship and the biggest guns, and will do as we please.

A. W. Gri. 13.

Master of schooner Lizzie Major.

The English Book Trade. The London Telegraph says:—England now takes within the year more than £60,000 from France in printed books—double what she imported ten years ago and not £33,000 from all Germany. So much may be gathered from a return just issued. The discrepancy is perhaps partly due to the fact that we get some German works through France; but also, no doubt, to the circumstance that we read many French and no German novels. Beyond fiction, also, France no doubt supplies us with poems, political and scientific freatises, to say nothing of a very miscellaneous class; while of new German poems there are few or none read here, and in modern politics Germany produces little worth reading. From the same return we find that we buy £10,000 in books from the United States—a very respectable amount to pay for the literature of country so new. There are some points in the return that seem sufficiently puzzling. Why did Tuscany, in 1858, sell us books worth £2350, and in 1868 only to the value of £967? Again, why did British India send us £1993 worth of books eleven years ago, and only £458 worth last year. The Russian statistics are also bewildering; in 1858 Russia took our books to the value of £1162, but last year, if the return is to be be-lieved, she took none at all; are English lucubrations, then, "prohibited by the Czar? Franceungrateful France-though we buy her literature to the tune of more than £60,000 a year, only sent us last year £385 for the new English works she required; while Turkey paid us £3193, and Chili £1594 for English publications.

Effects of Trees on Climate. The ground on which stands Ismailia, a town of 6000 inhabitants, on the Suez Canal route, and the headquarters of M, de Lesseps, was but a few years since a dry, sandy desert, on which rain was never known to fall. All is now transformed. The old, dried-up basin of Lake Timsah has been again filled with water from the Nile by a fresh water canal. Trees, shrubs, and plants of all descriptions grow rapidly where-ever the soll is irrigited, and the artificial oasis widens fast. "Accompanying," writes a correspondent, "this extraordinary transformation of the aspect of the place, there has been a corresponding change in the climate. At the present time Ismailia, during eight months of the year, is probably the healthlest spot in Northern Egypt." The mean temperature for the four months, June to September, is 94 deg.; the following four months, 74 deg.; and the four winter months, 45 deg. "Until two years ago rain was unknown, but in the twelvemonth ending April last there were actually fourteen days on which rain fell; and no later than Sunday last there fell a tremendons shower of rain, a phenomenor which the oldest Arab had never previously witnessed." Rain ceases to fall on a country deprived of its forests, or only falls in violent storms. Here we see rain returning to the desert on restoring the trees.

-Lafayette, Ind., is to have a new cemetery, part of which was for two hundred years an Indian burying ground.

-Count Czartoryski, residing in Paris, kept open house on Easter Sunday, according to Polish custom. The noble host stood at the door and offered an egg to each visitor as he

MARINE TELEGRAPH. For additional Marine News see First Page,

ALMANAC FOR PHILADELPHIA-THIS DAY. PHILADELPHIA BOARD OF TRADE. J. PRICE WETHERILL, SAMURL G. STOKES, JAMES DOUGHERTY, MOVEMENTS OF OCEAN STEAMSHIPS. | TS OF OCEAN STEAMSHIPS. | FOR AMERICA. | Glasgow | New York | April Glasgow | New York | April Liverpool | New York | April London. | New York | April Liverpool | New York | April Havre | New York | April Havre | New York | April Havre | New York | April FOR EUROPE. | New York | April | ity of Cork ..

COASTWISE, DOMESTIU, ETC.
Prilada. Charleston. April 29
Morro Castle. New York. Havana. April 29
Wyoming. Philada. Savannah. May 1
Mails are forwarded by every steamer in the regular lines.
The steamers for or from Liverpool call at Queenstown, except the Canadian line, which call at Londonderry. The
steamers for or from the Continent call at Southampton. cept the Canadian line, which call at Londonderry, The steamers for or from the Continent call at Southampton.

CLEARED YESTERDAY.

Steamer H. L. Gaw, lier, Baltimore, A. Groves, Jr. Barque Linda, Fleming, Cienfuegos, Madeira & Cabada, Brig Catawba, Webber, Boston, L. Audenried & Co. Schr Gilbert Green, Westcott, Lynn, J. Rommel, Jr. & Bro Schr W. H. Skinner, Thrasher, Dighton, do. Schr Gilbert Green, Westcott, Lynn, J. Rommel, Jr. & Bro Schr N. H. Skinner, Thrasher, Dighton, do. Schr J. H. Bartlett, Harris, Providence, do. Schr L. B. Ives, Bowditch, Norwich, Warren & Gregg, Schr Crawford, Wilkins, Boston, L. Audenried & Co. Schr J. J. Pickap, Bowen, Washington, do. Schr J. J. Pickap, Bowen, Washington, do. Schr St. Croix, Collins, Boston, G. Schr Reading RR. 41, Tipton, Washington, do. Schr Reading RR. 14, Tipton, Washington, do. Schr Reading RR. No. 29, Fitler, New Haven, do. Schr Reading RR. No. 39, Fitler, New Haven, do. Schr Reading RR. No. 36, Williams, New Haven, do. Schr Reading RR. No. 36, Williams, New Haven, do. Schr Beston, Mekena, Boston, do. Schr Heading RR. No. 36, Williams, New Haven, do. Schr J. Williams, Fitler, Providence, do. Schr J. Landov, Wistar, Boston, do. Schr J. Williams, Fitler, Providence, do. Schr J. Williams, Fitler, Providence, do. Schr Z. I. Adams, Robbins, Boston, Weld, Nagle & Co. Schr Z. I. Adams, Robbins, Boston, Weld, Nagle & Co. Schr Z. I. Adams, Robbins, Boston, Weld, Nagle & Co. Schr Z. I. Adams, Robbins, Boston, Weld, Nagle & Co. Schr Z. I. Adams, Robbins, Boston, Weld, Nagle & Co. Schr Z. I. Adams, Robbins, Boston, Weld, Nagle & Co.

Schr L. A. Burlingame, Burlingame, Boston,

ARRIVED YESTERDAY.

Steamship Whirlwind, Sherman, 28 hours from Providence, with mdse, to D. S. Stetson & Co.

Steamer Anthracite, Green, 24 hours from New York, with mdse, to W. M. Baind & Co.

Steamer Chester, Jones, 24 hours from New York, with mdse, to W. P. Clyde & Co.

Barque Ghasca, Crockett, 14 days from Clenfuegos, with sugar to S. & W. Welsh.

N. G. brig Venedey, Muller, 40 days from Pernambuco, with sugar to Albert F. Damon.

Schr J. Ricardo Jova, Crawford, 2 days from New York, with salt to A. Kerr & Bro.

Schr H. H. Thompson, Gaskill, 11 days from Newbern, with shingles to Patterson & Lippincott.

Schr C. H. Moller, Brown, from Boston, with mdse, to Mershon & Cloud. Schr C. H. Moller, Brown, from Boston, with mdse. to Mershon & Cloud.
Schr Royal Oak, Errickson, 4 days from Greensboro', Md., with spokes to Collins & Co.
Schr Benj, Sheppard, Williams, 4 days from Laurel, Del., with lumber to Collins & Co.
Schr John Mace, Brittingham, 5 days from Newtown, Md., with lumber to Hickman & Cottingham.
Schr O. H. Solly, Bunting, 10 days from James river, with lumber to Collins & Co.
Schr Southerner, Bell, 10 days from Onacock, with lumber to Hickman & Cottingham.
Schr E. H. Atwood, Higgins, 5 days from Boston, with noise. ndse. Schr Tyceon, Cooper, I day from Smyrna, Del., with grain to Jaz. L. Bewley & Co.

MEMORANDA.
Ship Armstrong, Owens, hence, at Antwerp 13th inst., Stramship Juniata, Hoxie, hence, at New Orleans 23d inst., via Havana.
Steamship Pioneer, Barrett, for Philadelphia, cleared at Wilmington, N. C., 24th inst.
Steamship Ruggles, for Philadelphia, cleared at New Haven 24th inst. Haven 24th inst.

Barque Rachel, Mitchell, hence, remained at Matanzas trigue Meta, Schultz, for Philadelphia, cleared at Hel-Barque Meta, Schultz, for Philadelphia, cleared at Rusveet lith inst.

Barque Ocean, Jones, hence, at St. John, N. B., 21th instant.

Barque Proteus, Chipman, for Philadelphia, cleared at Trinidad leth inst.

Barque Leah, Jacques, which sailed from Buenos Ayres id ult., for Philadelphia, with a cargo of hone ush, parted her chains and went ashere on the 6th on SE, end of Chico Bank, and sank in a few minutes. Three of her crew were lost. The L. registered 297 tens, was built at Sydney, N. S., in 1862, and hailed from Guysboro, N. S.

Brig Gazelle, Cole, for Philadelphia, sailed from Mescina 2d inst.

Schr Hunter, Lamb, for Philadelphia, sailed from Halifax 23d inst. ax 23d inst. Schr Abbie, Davis, for Philadelphia, sailed from Matauzas 18th inst. Schr Sophia Wilson, Nowell, hence, was discharging at Maiengas 19th inst.
Schr Margaret Ann, Whelpley, hence, at St. John, N.B., 24th inst.

Schr Nadab, Cheney, hence, at Porto Bello 6th inst., to sail same day for St. Andrews.

Schr Wm. H. Dennis, Leeds, hence, at Providence 24th Echr Will. H. Palester, Schriston; Ocean Wave, Baker; and Schris North Pacific, Ericason; Ocean Wave, Baker; and Flira and Rebecca. Price, for Philadelphia, sailed from Providence 24th lost.

Schris George Fales, Little, and Anna Shepard, Bowditch, for Philadelphia, sailed from Providence 25th inst.

Schrim, R. Carliale, Potter, honce, at Providence 25th instant. ditch, for Philadelphia, Schr. M. R. Carhale, Potter, honce, at Province instant.
Schr. E. B. Wharton, Bonsall, hence, at Newport 25th
Schr. E. B. Wharton, Gandar, A. V. Bergen, Thompson; instent.
Schrs S. L. Simmons, Gandy; A. V. Bergen, Thompson; and Mary Augusta, Lord, hence, at Salem 23d inst.
Schr Abbott Lawrence, Ober, hence, at Salem 24th inst.
Schr Charlie and Willie, Thomas, from Vinalhaven for Philadelphia, at Salem 34th inst.
Schr C. E. Jackson, Blackhurn, hence, at Marblehead 15th inst., and as led 25d on her rotum.
Schr John R. Ford, Daniels, hence, at New Haven 24th instant.

Schr Wawiangs, Lawrence, at Wilmington, R. C., 28th inst. rem Unarieston.
Schr Wm. Penn, Babbidge, from Periland for Philadelphia, sailed from Newport 22d inst.
Schr Onrost, Heath, bence, at East Greenwich 23d inst.
Schr Jeseph Forter, Burrengha, sailed from Newport 23d inst. for Philadelphia.
Schrs Goddess, Kelley, from Pawtucket; Fiors A. Sawyer, Norwood; Adelaide, Macomber; Lookout, Fomerey, Seneca, Pottridge; R. H. Daly, Lamphear; Flyaway, Kelley, Tunice, Bedine; Bunce, and Excelsior, Murphy, from Providence, all for Philadelphia, sailed from Newport 23d inst. prof. 23d inst.
Sohrs Zeyla, Crowell, and Northern Light, Buckmaster, Lence, at Portland 25th inst.
Sohr Zeyla, Crowell, and Northern Light, Buckmaster, Lence, at Portland 25th inst.
Sohr Vashti Sharp, Sharp, hence, at Boston 25th inst.
Sohr Frank B. Colton, Robinson, for Philadelphia, cleared at Boston 25th inst.
Schr J. H. Perry, Kelley, for Philadelphia, sailed from New Hedford 25th inst.
Schr Wm. Arthur, Andrews, hence, at Portland 25th inst. NSURANCE. DELAWARE MUTUAL SAFETY INSUR-ANCE COMPANY. Incorporated by the Legis-lature of Pennsylvania, 1805. Office, S. E. corner of THIRD and WALNUT Street MARINE INSURANCES On Vessels, Cargo, and Freight to all parts of the world.

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On gosds by river, canal, lake and land carriage to all parts of the Union.

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On Merchandise generally; on Stores, Dwellings, Houses,

Etc.

\$200,000 United States Five Per Cent. Lean, 180,000 United States Five Per Cent. Lean, 180,000 United States Six Per Cent. Loan, 180,000 United States Six Per Cent. Loan (for Pacific Railroad). 200,000 State of Pennsylvania Six Per Cent. Loan 125,000 City of Philadelphia Six Per Cent. Loan (axempt from tax). 211,375-96 State of New Jersey Six Per Cent. Loan 200,000 State of New Jersey Six Per Cent. Loan 200,000 Pennsylvania Six Per Cent. Loan 200,000 State of New Jersey Six Per Cent. Loan 50,000 Pennsylvania Six Pennsylvania Six Pennsylvania Six Pennsylvania Six Pennsylvania Six Pennsylvania Six Loan.
20,000 Penn. Rail. Pirst Mortgage Six Per Cent. Bonds.
25,000 Penn. Rail. Second Mortgage Six Per Cent. Bonds.
25,000 Western Penn. Rail. Mortgage Six Per Cent. Bonds (Penn. Railroad 61,500 0 20,200 00 24,000'00 20,000 State of Tennessee Five Per Cent Joan.

7,000 State of Tennessee Six Per Cent.
Loan.
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Loan.
Loan.
Loan.
Loan.
State of Tennessee Six Per Cent.
Loan.
Loan.
State of Tennessee Six Per Cent.
Stock.
Stock 15,000'00 11,300 00 3,500:00

207,900 00 Cost, \$1,080,604 26. \$1,109,900 Par. Real Estate.

Bills receivable for insurance made.

Balances due at agencies, premiums on marine policies, accrued interest, and other debts due the company.

Stock and scrip of study corporations, \$3156.

Estimated value.

Cash in bank.

\$116,15708

Cash in drawer.

419765 40,178 88 1,813 00 116,563 78

Edmund A. Souder, Samuel E. Stokes, Henry Sloan, William C. Ludwig, Thomas C. Hand, John C. Davis, James C. Hand, Theophilus Paulding, Joseph H. Seal, Hugh Craig, John R. Penrose, Jacob P. Jones, James Tragnair, Joseph H. Seal,
Hugh Craig,
John R. Penrose,
Jacob P. Jones,
James Traquair,
Kdward Darlington,
H. Jones Brooke,
James B. McFarland,
Edward Lafourcade,
Joshua P. Eyre,
THOMAS C. HAND, Prosident,
HENRY LYLBURN, Secretary,
HENRY BALL, Assistant Secretary.

1829. CHARTER PERPETUAL.

Franklin Fire Insurance Company OF PHILADELPHIA. Office, Nos. 435 and 437 CHESNUT St.

Assets on Jan. 1, 1869, \$2,677,37213 CAPITAL ACCRUED SURPLUS. PREMIUMS.

UNSETTLED CLAIMS, \$23,788'12. INCOME FOR 1869, Losses paid since 1829, over \$5,500,000 Perpetual and Temporary Policies on Liberal Terms.
The Company also issues Policies on Rents of Buildings of all kinds, Ground Rents, and Mortgages.

Alfred G. Baker, Samuel Grant, Thomas Sparks, William S. Grant, Isaac Lea, Thomas S. Ellis, George Fales, ALFRED G. BAKER, President. JAS. W. MCALLISTER, Secretary. WM. GREEN, Assistant Secretary. 3

SBURY

LIFE INSURANCE COMPANY,

FORMAN P. HOLLINSHEAD Special Agent. 4165 STRICTLY MUTUAL Provident Life and Trust Co.

OF PHILADELPHIA.

OFFICE, No. 111 S. FOURTH STREET. Organized to promote LIFE INSURANCE among members of the Society of Friends, Good risks of any class accepted.

Policies issued on approved plans, at the lowest Policies issued of AMUEL R. SHIPLEY, test.

President, SAMUEL R. SHIPLEY, Vice-President, WILLIAM C. LONGSTRETH, Actuary, ROWLAND PARRY.

The advantages offered by this Company are un 2 1 276

INSURE AT HOME IN THE

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In Shakespeare's Historical Play, in five acts, of
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ELI K. PRICE, President.
William H. Moore, William W. Keen, Samuel S. Moon, Gillies Dallett, George L. Buzby, Ferdinand J. Dreer, George L. Buzby, Ferdinand Greble, Secretary and Treasurer, 3. JOSEPH B. TOWNSEND. The Managers have passed a resolution requiring both for admission to the Cemeters. Tickets may be had at the office of the Company, No. S13 ARCH Etreet, or et also the Managers.